

would exist if the tank or reservoir were outside such a zone.

(b) There must be at least one-half inch of clear airspace between each tank or reservoir and each firewall or shroud isolating a designated fire zone.

(c) Absorbent materials close to flammable fluid system components that might leak must be covered or treated to prevent the absorption of hazardous quantities of fluids.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964 as amended by Amdt. 25-19, 33 FR 15410, Oct. 17, 1968; Amdt. 25-94, 63 FR 8848, Feb. 23, 1998]

§25.1187 Drainage and ventilation of fire zones.

(a) There must be complete drainage of each part of each designated fire zone to minimize the hazards resulting from failure or malfunctioning of any component containing flammable fluids. The drainage means must be—

(1) Effective under conditions expected to prevail when drainage is needed; and

(2) Arranged so that no discharged fluid will cause an additional fire hazard.

(b) Each designated fire zone must be ventilated to prevent the accumulation of flammable vapors.

(c) No ventilation opening may be where it would allow the entry of flammable fluids, vapors, or flame from other zones.

(d) Each ventilation means must be arranged so that no discharged vapors will cause an additional fire hazard.

(e) Unless the extinguishing agent capacity and rate of discharge are based on maximum air flow through a zone, there must be means to allow the crew to shut off sources of forced ventilation to any fire zone except the engine power section of the nacelle and the combustion heater ventilating air ducts.

§25.1189 Shutoff means.

(a) Each engine installation and each fire zone specified in §25.1181(a)(4) and (5) must have a means to shut off or otherwise prevent hazardous quantities of fuel, oil, deicer, and other flammable fluids, from flowing into, within, or through any designated fire zone, except that shutoff means are not required for—

(1) Lines, fittings, and components forming an integral part of an engine; and

(2) Oil systems for turbine engine installations in which all components of the system in a designated fire zone, including oil tanks, are fireproof or located in areas not subject to engine fire conditions.

(b) The closing of any fuel shutoff valve for any engine may not make fuel unavailable to the remaining engines.

(c) Operation of any shutoff may not interfere with the later emergency operation of other equipment, such as the means for feathering the propeller.

(d) Each flammable fluid shutoff means and control must be fireproof or must be located and protected so that any fire in a fire zone will not affect its operation.

(e) No hazardous quantity of flammable fluid may drain into any designated fire zone after shutoff.

(f) There must be means to guard against inadvertent operation of the shutoff means and to make it possible for the crew to reopen the shutoff means in flight after it has been closed.

(g) Each tank-to-engine shutoff valve must be located so that the operation of the valve will not be affected by powerplant or engine mount structural failure.

(h) Each shutoff valve must have a means to relieve excessive pressure accumulation unless a means for pressure relief is otherwise provided in the system.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-23, 35 FR 5677, Apr. 8, 1970; Amdt. 25-57, 49 FR 6849, Feb. 23, 1984]

§25.1191 Firewalls.

(a) Each engine, auxiliary power unit, fuel-burning heater, other combustion equipment intended for operation in flight, and the combustion, turbine, and tailpipe sections of turbine engines, must be isolated from the rest of the airplane by firewalls, shrouds, or equivalent means.

(b) Each firewall and shroud must be—

(1) Fireproof;

(2) Constructed so that no hazardous quantity of air, fluid, or flame can pass

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from the compartment to other parts of the airplane;

(3) Constructed so that each opening is sealed with close fitting fireproof grommets, bushings, or firewall fittings; and

(4) Protected against corrosion.

§ 25.1192 Engine accessory section diaphragm.

For reciprocating engines, the engine power section and all portions of the exhaust system must be isolated from the engine accessory compartment by a diaphragm that complies with the firewall requirements of § 25.1191.

[Amdt. 25-23, 35 FR 5678, Apr. 8, 1970]

§ 25.1193 Cowling and nacelle skin.

(a) Each cowling must be constructed and supported so that it can resist any vibration, inertia, and air load to which it may be subjected in operation.

(b) Cowling must meet the drainage and ventilation requirements of § 25.1187.

(c) On airplanes with a diaphragm isolating the engine power section from the engine accessory section, each part of the accessory section cowling subject to flame in case of fire in the engine power section of the powerplant must—

(1) Be fireproof; and

(2) Meet the requirements of § 25.1191.

(d) Each part of the cowling subject to high temperatures due to its nearness to exhaust system parts or exhaust gas impingement must be fireproof.

(e) Each airplane must—

(1) Be designed and constructed so that no fire originating in any fire zone can enter, either through openings or by burning through external skin, any other zone or region where it would create additional hazards;

(2) Meet paragraph (e)(1) of this section with the landing gear retracted (if applicable); and

(3) Have fireproof skin in areas subject to flame if a fire starts in the engine power or accessory sections.

§ 25.1195 Fire extinguishing systems.

(a) Except for combustor, turbine, and tail pipe sections of turbine engine installations that contain lines or components carrying flammable fluids or

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gases for which it is shown that a fire originating in these sections can be controlled, there must be a fire extinguisher system serving each designated fire zone.

(b) The fire extinguishing system, the quantity of the extinguishing agent, the rate of discharge, and the discharge distribution must be adequate to extinguish fires. It must be shown by either actual or simulated flights tests that under critical airflow conditions in flight the discharge of the extinguishing agent in each designated fire zone specified in paragraph (a) of this section will provide an agent concentration capable of extinguishing fires in that zone and of minimizing the probability of reignition. An individual “one-shot” system may be used for auxiliary power units, fuel burning heaters, and other combustion equipment. For each other designated fire zone, two discharges must be provided each of which produces adequate agent concentration.

(c) The fire extinguishing system for a nacelle must be able to simultaneously protect each zone of the nacelle for which protection is provided.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-46, 43 FR 50598, Oct. 30, 1978]

§ 25.1197 Fire extinguishing agents.

(a) Fire extinguishing agents must—

(1) Be capable of extinguishing flames emanating from any burning of fluids or other combustible materials in the area protected by the fire extinguishing system; and

(2) Have thermal stability over the temperature range likely to be experienced in the compartment in which they are stored.

(b) If any toxic extinguishing agent is used, provisions must be made to prevent harmful concentrations of fluid or fluid vapors (from leakage during normal operation of the airplane or as a result of discharging the fire extinguisher on the ground or in flight) from entering any personnel compartment, even though a defect may exist in the extinguishing system. This must be shown by test except for built-in carbon dioxide fuselage compartment fire extinguishing systems for which—